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TEXAS DEPARTMENT OF TRANSPORTATION

DALLAS DISTRICT

MOHAMED K. BUR, P.E.   DISTRICT ENGINEER

DESIGN SCHEMATIC

URBAN PRINCIPAL ARTERIAL

DENTON COUNTY

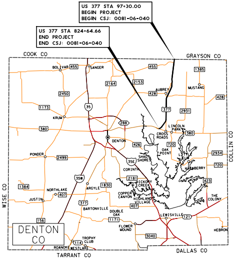
US 377

FROM: NORTH OF BUS 377E
TO: US 380
PROJECT LENGTH: 13.776 MILES (72,734.66 FT)

CSJ: 0081-06-040

ROADWAY SECTION	DESIGN SPEED	FUNCTIONAL CLASS
US 377	45 MPH	URBAN PRINCIPAL ARTERIAL
US 380	70 MPH	PRINCIPAL ARTERIAL
US 380 RAMPS	30 MPH	ARTERIAL
FISHTRAP RD	30 MPH	LOCAL
POTTER SHOP RD	30 MPH	LOCAL

PROJECT LOCATION


US 377 STA 97+30.00
BEGIN PROJECT
BEGIN CSJ: 0081-06-040
US 377 STA 824+64.66
END PROJECT
END CSJ: 0081-06-040
COOK CO
GRAYSON CO
COLLIN CO
WISE CO
DALLAS CO
TARRANT CO
DENTON CO
BOLIVAR
SANGER
AUBREY
MUSTANG
KRUM
LINCOLN PARK
CROSS ROADS
DENTON
OAK POINT
SHADY SHORES
LITTLE ELM
HACKBERRY
PONDER
CORINTH
HICKORY CREEK
COPPER CANYON
HIGHLAND VILLAGE
THE COLONY
NORTHLAKE
ARGYLE
JUSTIN
BARTONVILLE
DOUBLE OAK
LEWISVILLE
FLOWER MOUND
HEBRON
TROPHY CLUB
ROANOKE
WESTLAKE
455
2153
2164
428
1385
2450
35
377
2931
1173
288
380
426
720
2934
2499
35E
2181
423
35W
1384
1830
407
156
1171
121
3040
114

PREPARED BY TEAGUE NALL AND PERKINS, INC.
FIRM REGISTRATION NUMBER 230

Dustin C. Ogle
91101
10/7/2020
Dustin C. Ogle

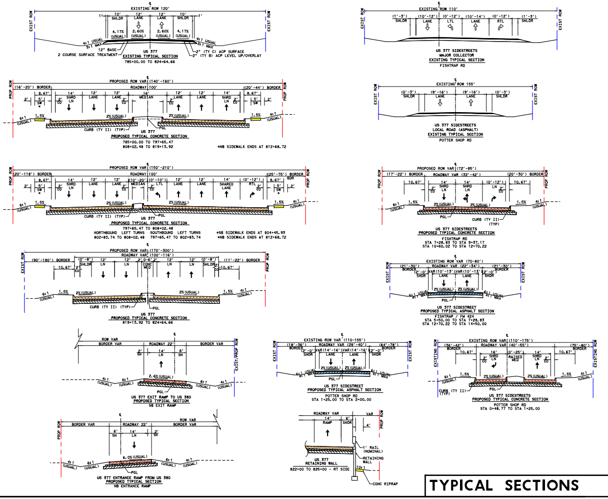
08/31/2020
DATE APPROVED

ROLL 12 of 15

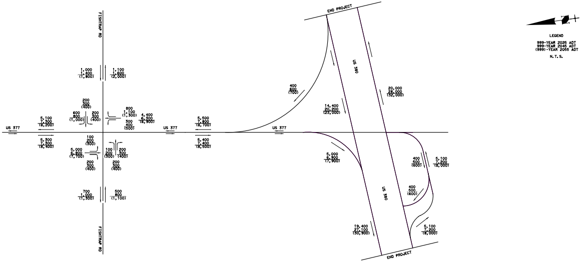
OCTOBER 2020

HORIZONTAL SCALE 1" = 100'
VERTICAL SCALE 1" = 10'
SCALE IN FEET

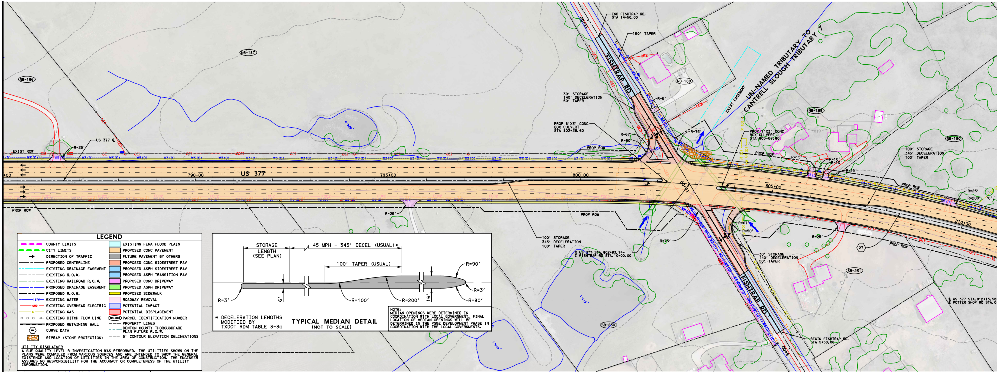
TYPICAL SECTIONS


EXISTING ROW 120'
10' SHLDR
12' LANE
4.17% (USUAL)
2.60% (USUAL)
4:1 USUAL
3:1 MAX
12" BASE
2 COURSE SURFACE TREATMENT
2" (TY C) ACP SURFACE
2" (TY B) ACP LEVEL UP/OVERLAY
US 377
EXISTING TYPICAL SECTION
785+00.00 TO 824+64.66
PROPOSED ROW VAR (140'-160')
(16'-20') BORDER
ROADWAY 100'
(20'-44') BORDER
8.67'
5' SW
2' CO
14' SHRD LN
16' MEDIAN
2% (USUAL)
1.5%
6:1 (USUAL)
CURB (TY II) (TYP)
PGL
US 377
PROPOSED TYPICAL CONCRETE SECTION
785+00.00 TO 797+65.47
808+02.48 TO 819+13.92
*NB SIDEWALK ENDS AT 812+68.72
PROPOSED ROW VAR (150'-210')
(20'-118') BORDER
(25'-76') BORDER
(10'-20') MEDIAN
(0'-10') LTL
14' SHARED LANE
(0'-12') RTL
US 377
PROPOSED TYPICAL CONCRETE SECTION
797+65.47 TO 808+02.48
NORTHBOUND LEFT TURNS 802+83.74 TO 808+02.48
SOUTHBOUND LEFT TURNS 797+65.47 TO 802+83.74
*SB SIDEWALK ENDS AT 804+45.93
*NB SIDEWALK ENDS AT 812+68.72
PROPOSED ROW VAR (170'-300')
ROADWAY VAR (100'-116')
(90'-180') BORDER
(11'-22') BORDER
(0'-8') SHLDR
12' LN
0-6' CONC MED
10.67'
US 377
PROPOSED TYPICAL CONCRETE SECTION
819+13.92 TO 824+64.66
ROW VAR
BORDER VAR
ROADWAY 22'
2' SH
14' LN
6' SH
2.6% (USUAL)
US 377 EXIT RAMP TO US 380
PROPOSED TYPICAL SECTION
SB EXIT RAMP
6.0% (USUAL)
US 377 ENTRANCE RAMP FROM US 380
PROPOSED TYPICAL SECTION
NB ENTRANCE RAMP
EXISTING ROW 110'
(1'-3') SHLDR
(10'-12') LANE
(0'-12') LTL
(10'-14') LANE
(0'-12') RTL
US 377 SIDESTREETS
MAJOR COLLECTOR
EXISTING TYPICAL SECTION
FISHTRAP RD
EXISTING ROW 155'
(0'-3') SHLDR
(9'-16') LANE
US 377 SIDESTREETS
LOCAL ROAD (ASPHALT)
EXISTING TYPICAL SECTION
POTTER SHOP RD
PROPOSED ROW VAR (72'-85')
(17'-22') BORDER
ROADWAY VAR (32'-42')
(20'-30') BORDER
US 377 SIDESTREETS
PROPOSED TYPICAL CONCRETE SECTION
FISHTRAP RD
STA 7+28.83 TO STA 9+37.17
STA 10+60.02 TO STA 12+70.22
EXISTING ROW VAR (70-80')
(21'-30') BORDER
ROADWAY VAR (22'-34')
VAR (10'-13') LANE
(2'-0') SHDR
US 377 SIDESTREET
PROPOSED TYPICAL ASPHALT SECTION
FISHTRAP / FM 424
STA 5+50.00 TO STA 7+28.83
STA 12+70.22 TO STA 14+50.00
EXISTING ROW VAR (110-155')
(18'-36') BORDER
ROADWAY VAR (28'-40')
(64'-78') BORDER
VAR (14'-16') LANE
US 377 SIDESTREET
PROPOSED TYPICAL ASPHALT SECTION
POTTER SHOP RD
STA 1+25.00 TO STA 2+00.00
EXISTING ROW VAR (110'-175')
(36'-42') BORDER
ROADWAY VAR (40'-55')
(75'-80') BORDER
(0'-25') RAISED MED
US 377 SIDESTREETS
PROPOSED TYPICAL CONCRETE SECTION
POTTER SHOP RD
STA 0+48.77 TO STA 1+25.00
ROADWAY VAR
14' RAMP
6' SHDR
1' RAIL (NOMINAL)
RETAINING WALL
10:1
CONC RIPRAP
US 377
RETAINING WALL
822+00 TO 825+00 - RT SIDE

TRAFFIC DIAGRAMS


FISHTRAP RD
US 377
US 380
END PROJECT
1,000 1,400 (1,800)
1,100 1,600 (2,000)
200 300 (400)
600 800 (1,000)
800 1,100 (1,300)
4,400 6,300 (6,900)
300 400 (500)
5,100 7,300 (8,200)
5,300 7,300 (8,400)
100 200 (300)
5,000 6,800 (7,700)
200 300 (400)
700 1,000 (1,300)
500 800 (1,100)
5,500 7,800 (8,700)
5,400 7,400 (8,500)
400 600 (700)
14,400 20,200 (23,000)
20,000 28,000 (32,000)
5,000 6,900 (7,900)
400 500 (600)
5,100 7,200 (8,000)
19,400 27,100 (30,900)
LEGEND
999-YEAR 2025 ADT
999-YEAR 2045 ADT
(999)-YEAR 2055 ADT
N.T.S.

TxDOT TPP APPROVAL GRANTED 09-22-2020
TRAFFIC DATA PROVIDED BY OTHON, INC. ON 07-13-2020


MATCHLINE STA 785+00 CSJ: 0081-06-040
US 377
US 377 ℄
790+00
795+00
800+00
805+00
810+00
EXIST ROW
PROP ROW
R=25'
NB-186
NB-187
NB-188
NB-189
NB-190
SB-230
SB-231
FISHTRAP RD
END FISHTRAP RD.
STA 14+50.00
150' TAPER
30' STORAGE
140' DECELERATION
50' TAPER
PROP 8'X3' CONC
BOX CULVERT
STA 802+28.60
R=67'
R=50'
R=5'
R=75'
EXIST EASEMENT
UN-NAMED TRIBUTARY TO
CANTRELL SLOUGH TRIBUTARY 7
PROP 7'X3' CONC
BOX CULVERT
STA 803+67.80
R=15'
R=10'
100' STORAGE
345' DECELERATION
100' TAPER
R=200', 70'
℄ US 377 STA.802+83.74=
℄ FISHTRAP RD STA.10+00.00
BEGIN FISHTRAP RD.
STA 5+50.00
27
℄ US 377 STA.812+13.58
℄ POTTER SHOP RD STA.0
STORAGE
LENGTH
(SEE PLAN)
45 MPH - 345' DECEL (USUAL)*
100' TAPER (USUAL)
R=90'
R=3'
R=100'
R=200'
6'
16'

LEGEND

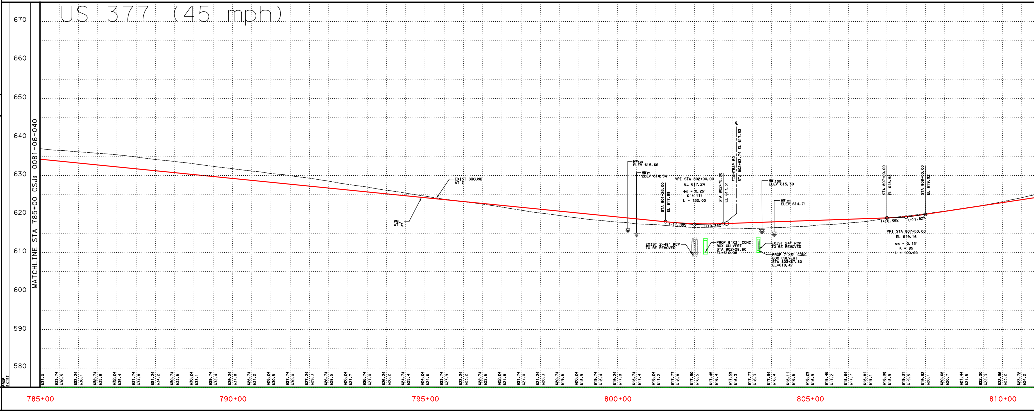
▬ ▬ ▬	COUNTY LIMITS	▭	EXISTING FEMA FLOOD PLAIN
▬ ▬ ▬	CITY LIMITS	▭	PROPOSED CONC PAVEMENT
→	DIRECTION OF TRAFFIC	▭	FUTURE PAVEMENT BY OTHERS
— - —	PROPOSED CENTERLINE	▭	PROPOSED CONC SIDESTREET PAV
- - -	EXISTING DRAINAGE EASEMENT	▭	PROPOSED ASPH SIDESTREET PAV
— - - —	EXISTING R.O.W.	▭	PROPOSED ASPH TRANSITION PAV
— - - —	EXISTING RAILROAD R.O.W.	▭	PROPOSED CONC DRIVEWAY
— - —	PROPOSED DRAINAGE EASEMENT	▭	PROPOSED ASPH DRIVEWAY
— - - —	PROPOSED R.O.W.	▭	PROPOSED SIDEWALK
12"W	EXISTING WATER	▭	ROADWAY REMOVAL
OHE1	EXISTING OVERHEAD ELECTRIC	▭	POTENTIAL IMPACT
G	EXISTING GAS	▭	POTENTIAL DISPLACEMENT
○ ○ ○ ←	EXISTING DITCH FLOW LINE	NB-001	PARCEL IDENTIFICATION NUMBER
▬▬▬	PROPOSED RETAINING WALL	— — —	PROPERTY LINES
###	CURVE DATA	- - -	DENTON COUNTY THOROUGHFARE PLAN FUTURE R.O.W.
▨	RIPRAP (STONE PROTECTION)	- - -	5' CONTOUR ELEVATION DELINEATIONS

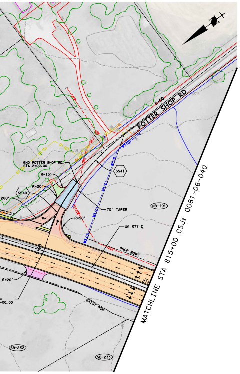
UTILITY DISCLAIMER
A SUE QUALITY LEVEL B INVESTIGATION WAS PERFORMED. THE UTILITIES SHOWN ON THE PLANS WERE COMPILED FROM VARIOUS SOURCES AND ARE INTENDED TO SHOW THE GENERAL EXISTENCE AND LOCATION OF UTILITIES IN THE AREA OF CONSTRUCTION. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR THE ACCURACY OR COMPLETENESS OF THE UTILITY INFORMATION.

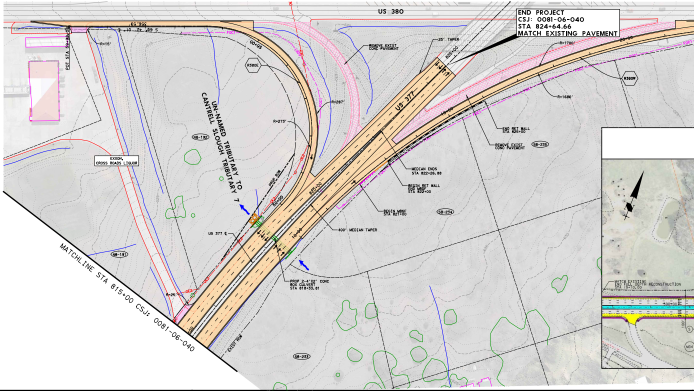
TYPICAL MEDIAN DETAIL
(NOT TO SCALE)

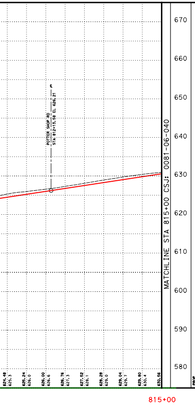
* DECELERATION LENGTHS MODIFIED BY TXDOT RDM TABLE 3-3a

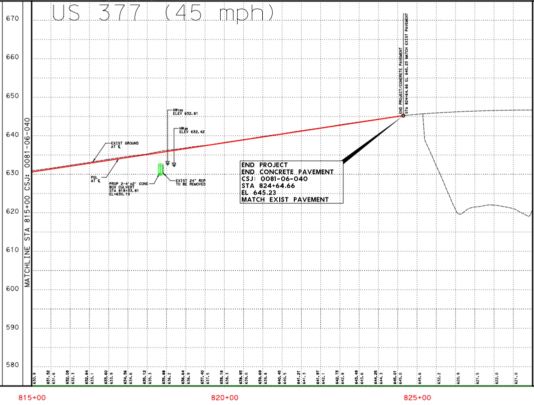
NOTE:
MEDIAN OPENINGS WERE DETERMINED IN COORDINATION WITH LOCAL GOVERNMENT. FINAL LOCATION OF MEDIAN OPENINGS WILL BE DETERMINED IN THE PS&E DEVELOPMENT PHASE IN COORDINATION WITH THE LOCAL GOVERNMENTS.

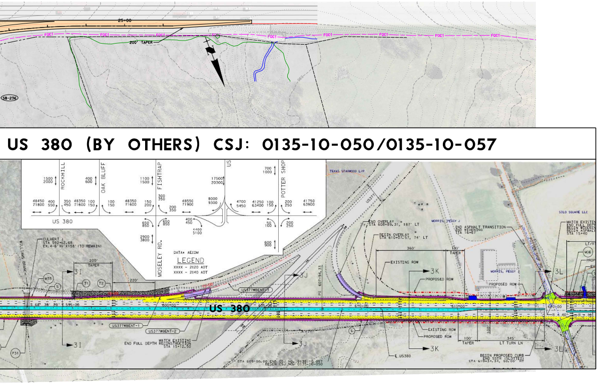


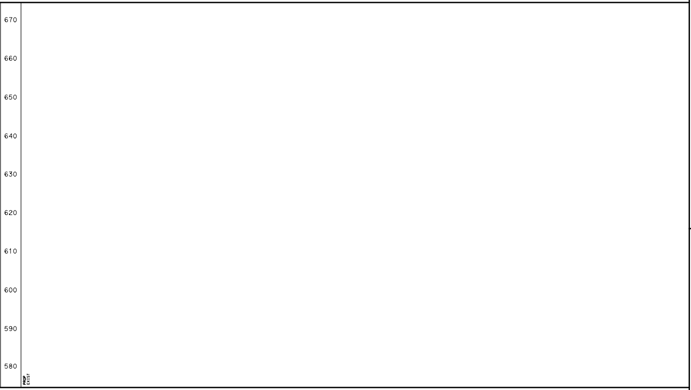

POTTER SHOP RD
5+00
END POTTER SHOP RD.
STA 2+00.00
R=15'
R=20'
SS40
SS41
200'
70' TAPER
R=50'
NB-191
US 377 ℄
PROP ROW
R=20'
+00.00
EXIST ROW
SB-232
SB-233
MATCHLINE STA 815+00 CSJ: 0081-06-040


US 380
END PROJECT
CSJ: 0081-06-040
STA 824+64.66
MATCH EXISTING PAVEMENT
356.59'
S 68° 42' 10" E
POT STA 58+98.00
R=15'
R380E
55+00
UN-NAMED TRIBUTARY TO
CANTRELL SLOUGH TRIBUTARY 7
NB-192
EXXON,
CROSS ROADS LIQUOR
R=273'
R=287'
PROP ROW
50+00
820+00
10+00
15+00
20+00
825+00
US 377
US 377 ℄
REMOVE EXIST
CONC PAVEMENT
25' TAPER
R=1700'
R380W
R=1686'
END RET WALL
STA 825+00
REMOVE EXIST
CONC PAVEMENT
SB-236
MEDIAN ENDS
STA 822+26.88
BEGIN RET WALL
END MBGF
STA 822+00
BEGIN MBGF
STA 821+00
SB-234
400' MEDIAN TAPER
PROP 2-4'X2' CONC
BOX CULVERT
STA 818+33.81
NB-191
R=25'
EXIST ROW
SB-233
MATCHLINE STA 815+00 CSJ: 0081-06-040
MATCH EXISTING
END FULL DEPTH RECONSTRUCTION
STA 19+10.00






25+00
200' TAPER
FOC1
SB-236
US 380 (BY OTHERS) CSJ: 0135-10-050/0135-10-057
ROCKHILL
OAK BLUFF
FISHTRAP
US
POTTER SHOP
MOSELEY RD.
US 380
1500 2000
400 600
1100 1500
17500 20300
700 1000
48450 71800
400 550
350 450
48350 71600
100 150
100 150
48350 71600
150 200
300 350
200 350
48550 71900
8000 9300
4700 5450
41250 63400
100 150
200 250
41750 63900
650 850
650 850
400 450
4400 5100
50 100
200 250
2900 3800
600 900
DATA: AECOM
LEGEND
XXXX - 2020 ADT
XXXX - 2040 ADT
TEXAS STARWOOD L/P
WILLIAMS BRANCH
CULVERT J
STA 592+62.68
EX. 4-6'X6'X158' (TO REMAIN)
200' TAPER
220'
3I
M35
S
T1
T2
P31
S 68° 38' 28" E 595+00
600+00
605+00
US 380
US377WBENT-1
US377WBENT-2
US377WBENT-3
MATCH EXISTING
END FULL DEPTH RECONSTRUCTION
STA 15+12.50
STA 609+00.00 END CSJ NO. 0135-10-057
BEGIN CSJ NO. 0135-10-050
3J
PI 607+94.33
US377
END OVERLAY
STA 608+89.31, 187' LT
BEGIN OVERLAY
STA 610+07.57, 74' LT
MORRIS, PEGGY J
360'
100' TAPER
EXISTING ROW
PROPOSED ROW
3K
610+00
615+00
620+00
EXISTING ROW
PROPOSED ROW
℄ US380
100' TAPER
345' LT TURN LN
100'
END ASPHALT TRANSITION
END WIDENING
STA 16+67
MORRIS, PEGGY J
PROPOSED ROW
POTTER SHOP RD
3L
BEGIN PROPOSED CURB
END SSTR (SLOTTED)
STA 619+34.34, 60.00' RT
SILO SQUARE LLC
MATCH EXISTEN
END FULL DEPT
BEGIN WIDENIN
BEGIN ASPHAL
STA 15+40
LT/RT
M36
PROP
EX
R = 40'



CURVE DATA TABLE

CENTERLINE US 377 CURVE DATA											
CURVE NO.	CURVE	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH
27	P_377-27	810+35.21	7136066.77	2427268.51	29° 37' 39.33" (RT)	3819.72	1° 30' 00.00"	1010.20	1975.17	S 51° 36' 55.41" W	1953.24

CENTERLINE POTTER SHOP RD CURVE DATA											
CURVE NO.	CURVE	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH
SS40	P_POTTER1	1+14.02	7135956.14	2427092.21	18° 20' 29.36" (RT)	333.00	17° 12' 21.38"	53.76	106.60	S 26° 11' 57.18" E	106.15
SS41	P_POTTER2	2+84.87	7135791.90	2427142.52	16° 35' 27.75" (RT)	640.00	8° 57' 08.88"	93.31	185.32	S 8° 43' 58.63" E	184.68

RAMP 380 CURVE DATA											
CURVE NO.	CURVE	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH
R380E	US380C10	56+53.15	7135391.53	2425848.86	134° 37' 57.24" (LT)	273.00	20° 59' 14.87"	653.15	641.49	S 1° 23' 02.33" E	503.77
R380W	US380C1	17+43.08	7135425.48	2425762.95	47° 34' 10.10" (RT)	1686.00	3° 23' 53.97"	743.08	1399.79	S 87° 32' 51.00" W	1359.93

OWNER INFORMATION TABLE

PARCEL NO.	OWNER'S NAME	SITUS ADDRESS
NB-186	BAIRD, SYLVIA A	US 377
NB-187	TARSAN CORP	-
NB-188	GIDDENS, KRISTIN & JOSEPH	-
NB-189	LUDWIG, SHERRY TRUSTEE DORIS J PANNELL MAGEE TRUST	1800 S US 377
NB-190	BILL PETERSON & ASSOCIATES	1000 N POTTER SHOP RD
NB-191	MODERN PYRAMIDS INC & DFW OIL WHOLESALE LLC & DFW OIL INC	-
NB-192	LONESOME STAR ENTERPRISES LLC	E US 380
SB-215	LONGVIEW HUNTING RANCH LLC	US 377
SB-216	LONGVIEW HUNTING RANCH LLC	US 377
SB-226	KENNEY, NORMAN B	4201 S HIGHWAY 377
SB-227	FLETCHER, EDDIE L	US 377
SB-228	FLETCHER, EDDIE L	US 377
SB-229	PHILLIPS, SYLVIA	2801 S US 377
SB-230	BILLINGSLEY, THOMAS S & PATTY E	FISHTRAP RD @ US HWY
SB-231	WHITE STEVENS, CHAD & WENDY LYNN	2201 S US 377
SB-232	TEXAS STARWOOD L/P	-
SB-233	TEXAS STARWOOD L/P	-
SB-234	TEXAS STARWOOD L/P	-
SB-235	TEXAS STARWOOD L/P	-
SB-236	TEXAS STARWOOD L/P	-

SUPERELEVATION TABLE

SOUTHBOUND STATION	SUPERELEVATION e%	NORTHBOUND STATION	SUPERELEVATION e%
*13+44.00	-2.0%	*51+08.00	-2.0%
*13+60.00	-2.6%	*52+06.00	-6.0%
*21+15.00	-2.6%	*54+26.00	-6.0%
*21+28.00	-2.0%	*55+24.00	-2.0%

*RAMP STATION

NOTES:

1. PROPERTY OWNERSHIP DATA FROM D.C.A.D. 10-29-2019.
2. EXISTING TOPO CURRENT AS OF 10-19-17.
3. MEDIAN OPENINGS WERE DETERMINED IN COORDINATION WITH LOCAL GOVERNMENT. FINAL LOCATION OF MEDIAN OPENINGS WILL BE DETERMINED IN THE PS&E DEVELOPMENT PHASE IN COORDINATION WITH THE LOCAL GOVERNMENTS.
4. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL.
5. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR NOMINAL FACE OF CURB (UNLESS NOTED OTHERWISE).
6. EXISTING CULVERT LOCATIONS, SIZE AND ELEVATIONS WERE OBTAINED FROM RECORD DOCUMENTS AND ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY.
7. EXISTING DRIVEWAYS WILL REMAIN UNLESS IT IS DETERMINED DURING DETAILED DESIGN STAGE AND COORDINATION WITH THE LOCAL GOVERNMENT THAT THE DRIVEWAY IS A SAFETY ISSUE AND/OR IS LOCATED WITHIN ACCESS DENIAL LIMITS SHOWN.
8. BUILDINGS ARE SHOWN AS POTENTIAL DISPLACEMENT IF THE PROPOSED ROW PHYSICALLY INTERSECTS THE EXISTING BUILDING STRUCTURE.
9. CURBS ON THE CROSS STREETS ARE TYPE II (UNLESS NOTED OTHERWISE).
10. CONVENTIONAL ROADWAY SIGNAGE (SMALL SIGNS) ARE NOT SHOWN AND WILL BE DEVELOPED DURING THE PS&E PHASE OF THE PROJECT.

P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
800+25.01	820+00.18	S 36° 48′ 05.74" W	S 66° 25′ 45.07" W

P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
0+60.26	1+66.86	S 35° 22′ 11.86" E	S 17° 01′ 42.50" E
1+91.56	3+76.88	S 17° 01′ 42.50" E	S 0° 26′ 14.76" E

P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
50+00.00	56+41.49	S 65° 55′ 56.29" W	S 68° 42′ 00.95" E
10+00.00	23+99.79	S 63° 45′ 45.95" W	N 68° 40′ 03.95" W

	ACRES
	20.00
	48.83
	1.00
	7.09
	3.70
	5.15
	3.78
	33.12
	11.78
	10.06
	5.00
	5.12
	5.15
377	5.32
	2.65
	2.59
	3.58
	2.66
	3.27
	3.06

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TEXAS DEPARTMENT OF TRANSPORTATION

DALLAS DISTRICT

MOHAMED K. BUR, P.E. DISTRICT ENGINEER

DESIGN SCHEMATIC

URBAN PRINCIPAL ARTERIAL

DENTON COUNTY

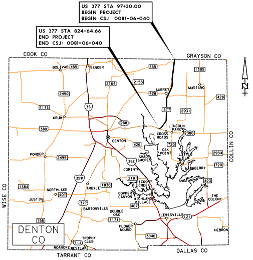
US 377

FROM: NORTH OF BUS 377E
TO: US 380
PROJECT LENGTH: 13.776 MILES (72,734.66 FT)

CSJ: 0081-06-040

ROADWAY SECTION	DESIGN SPEED	FUNCTIONAL CLASS
US 377	45 MPH	URBAN PRINCIPAL ARTERIAL
US 380	70 MPH	PRINCIPAL ARTERIAL
US 380 RAMPS	30 MPH	ARTERIAL
FISHTRAP RD	30 MPH	LOCAL
POTTER SHOP RD	30 MPH	LOCAL

PROJECT LOCATION


US 377 STA 97+30.00
BEGIN PROJECT
BEGIN CSJ: 0081-06-040

US 377 STA 824+64.66
END PROJECT
END CSJ: 0081-06-040

COOK CO
GRAYSON CO
COLLIN CO
WISE CO
TARRANT CO
DALLAS CO
DENTON CO
BOLIVAR
SANGER
AUBREY
MUSTANG
KRUM
DENTON
LINCOLN PARK
CROSS ROADS
OAK POINT
SHADY SHORES
LITTLE ELM
HACKBERRY
CORINTH
PONDER
HICKORY CREEK
COPPER CANYON
HIGHLAND VILLAGE
ARGYLE
NORTHLAKE
JUSTIN
BARTONVILLE
DOUBLE OAK
LEWISVILLE
THE COLONY
FLOWER MOUND
HEBRON
TROPHY CLUB
ROANOKE
WESTLAKE
455
2164
2153
1385
428
2450
35
377
2931
1173
288
380
426
720
2934
2499
35E
423
2181
35W
1830
1384
407
156
1171
121
3040
114
N

PREPARED BY TEAGUE NALL AND PERKINS, INC.
FIRM REGISTRATION NUMBER 230

Dustin C. Ogle
91101

10/7/2020

Dustin C. Ogle

08/31/2020
DATE APPROVED

ROLL 12 of 15

OCTOBER 2020

50 0 50 100
HORIZONTAL SCALE 1" = 100′
VERTICAL SCALE 1" = 10′
SCALE IN FEET